MAYOR OF LONDON

Huw Merriman MP
Chair of the Transport Select Committee
C/o quigleyr@parliament.uk

Dear Huw,

Thank you for inviting me to give oral evidence to your Committee on 22 July, as part of your inquiry into the implications of coronavirus for transport.

I am writing to respond to the five requests for follow up information, the answers to which can be found below.

1. Q469-Q470/Q485-Q486 – A breakdown of the number of TfL staff currently earning over £100,000; the number of staff earning over £100,000 for each year of Mayor Khan's mayoralty; and a comparison with the number of staff earning over £100,000 during the mayoralty of the previous Mayor.

The number of Transport for London (TfL) staff on salaries of more than £100k has reduced since I became Mayor. On 31 March 2016, a month before the Mayoral election, the number of staff on a salary of more than £100k was 188. On 31 March 2020, this number was 156.

The table below shows the number of TfL staff earning more than £100,000 this year, as well as the number of staff earning more than £100,000 for each year of my mayoralty:

Year	Over £100k
2015/16	188
2016/17	153
2017/18	160
2018/19	167
2019/20	156

2. Q477-Q478 – The date that TfL became aware that an increase to fares on its services would be required.

The Government proposed a condition about fares increases to TfL officials late on 13 May, the day before the agreement had to be signed. I wrote to the Prime Minister the next day to express my disappointment that this condition had been raised so late in the day, but it was confirmed to me in a discussion with two officials at No.10 later that same day that the Government's requirement for fares to be raised was non-negotiable.

3. Q490 – The date that the Secretary of State for Transport informed TfL that changes to concessionary fares would be a condition of the Covid-19 financial support package.

The first time anyone from the Government raised the issue of concessions was late on Monday 11 May in a draft funding letter from a Department for Transport (DfT) official to Simon Kilonback, TfL's Chief Financial Officer.

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4. Q527- Q529 – The date that TfL made face coverings available to all members of staff.

TfL has been closely monitoring Government advice on PPE and face coverings in order to adapt as the COVID-19 pandemic has developed. Since 11 May, when Government advice was published that people should aim to wear a face covering in enclosed spaces where social distancing is not always possible, all TfL staff have been offered face coverings in line with Government advice.

Prior to 11 May, TfL's approach was to ensure that social distancing could be maintained at all times, and on a task basis where that was not possible, appropriate PPE for the task has been provided. Throughout the pandemic, TfL has made PPE available to maintenance staff carrying out activities where adhering to social distancing is impossible, and PPE kits for staff providing first aid to customers on stations or trains. TfL is continually reviewing these tasks to ensure adequate PPE provision remains in place.

5. Q537- Q544 – Information on the models used for forecasting passenger demand on TfL services and how the pandemic will affect these models

TfL's passenger revenue forecasting process involves forecasting year-on-year demand growth, based on economic forecasts, forecast service changes and other factors affecting demand, with appropriate elasticities applied. This process has generally been highly accurate, with recent variances of 3 per cent or less, despite significant and unprecedented uncertainties, such as Brexit.

Almost all chains of this process broke down with the pandemic. As a result, TfL has built a completely new approach from the ground up. It has assessed inputs from a wide range of sources to build these models. Modelling of the nature of the pandemic is informed by DfT's own scenario planning, which considers possibilities like a single peak, multiple peaks or more sustained infection. TfL's economic modelling is informed by both OBR and Bank of England forecasting as well as statements by bodies like Visit Britain. The pace of reopening the economy is in general based on the Prime Minister's statement of 10 May, but TfL is continuously updating with more recent information.

This new approach provides an indication of future revenue, but it cannot be precise and there cannot be a single forecast given uncertainties about the future spread of COVID-19. TfL is working with the DfT and other operators to share best practice and is keeping its methods under review and updating as additional information becomes available.

Thank you once again for the opportunity to offer evidence to your inquiry. I hope this further information is helpful, but please do not hesitate to get in touch with my team if you need anything else.

Yours sincerely,

Sadiq Khan
Mayor of London